

Monsanto

FROM

P. J. Hamer - Springfield

cc:

P. E. Bureau

DATE

October 29, 1971

D. L. Gendron

D. E. Philpott

SUBJECT

Recommendation - #4 - PVC
Near-Miss Investigation #14

P. A. Tardif

J. A. Tierney

REFERENCE

TO

R. W. Bueker

D. J. Miller

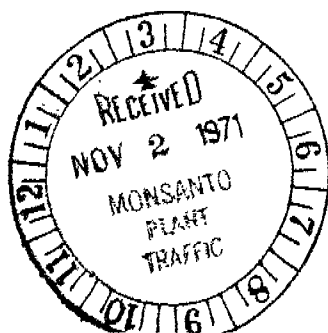
In our prior discussions, it was suggested that the above recommendation dealing with a common overflow line from #1 to #6 VCM tanks be reviewed with Joe Tierney and based on the discussions with Joe that a final recommendation be made. This particular recommendation was thoroughly reviewed with Joe this past week and the conclusion was made that the original recommendation was still valid and should be implemented as stated. The reasons for recommending this overflow line were that the overflow line does not change the current exposure which the T&M Department incurs in unloading rail cars today; and also that any other alternate recommendations (and there are many) are not any more feasible and actually less effective. I hope this will resolve any questions in this area.

Joe Tierney, however, made a good suggestion in that the overflow line should be reviewed with Hartford Steam Boiler to insure that it meets our insurance safety regulations. This will be done by Plant Engineering (P. A. Tardif) prior to installation and the recommendation has been so worded.

The responsibility for accomplishing this recommendation along with one or two others has been reassigned to the Services Superintendent since the responsibility for the VCM tank farm rests with T&M. I left a message on this subject with Charlie Drewes earlier this week.

P. J. Hamer
P. J. Hamer

/ask



RSV0024251

D-12

100

OUTGOING MESSAGE BRANCH
FAC. COMMUNICATIONS SYSTEM

DATE 5/24/72

TIME

SENDER'S ACCOUNT NO.

916.07-78P

INDICATE DESIRED SERVICE → ☐ FULL RATE ☐ DAY LETTER ☐ NIGHT LETTER

Names of addressee and sender must include initials. Show complete address for telegrams and cables.

MR RON JONES
DOW CHEMICAL
FREEPORT
TEXAS

VCM T/C MCPX-33022 ARRIVED OUR PLANT 5/23/72 WITH DIP ROD GAGING
DEVICE LEAKING. DIP ROD HOUSING COVER NOT ON PROPERLY - IT WAS PUT ON
ONLY PARTIALLY AND WAS CROSS THREADED. ARM OF POINTER WAS BENT AT
A 90° ANGLE AND THIS WAS THE REASON DIP ROD COVER WOULDNT GO ON
PROPERLY. COTTER P.W. ALSO MISSING FROM DIP ROD LATCH. LEAKAGE
WAS NOTED UPON ARRIVAL OF CAR.

THIS CAR SHOULD NEVER HAVE BEEN SHIPPED IN THIS CONDITION AS
IT PRESENTS A SERIOUS SAFETY HAZARD ENROUTE AND AT
DESTINATION.

PLEASE TIGHTEN UP ON INSPECTIONS BEFORE SHIPPING CARS AS OTHER
VCM CARS HAVE BEEN ARRIVING WITH DEFECTIVE DIP ROD VALVES. WOULD
APPRECIATE ACKNOWLEDGMENT OF ACTION TAKEN.

J.H. KNAPP

IN-IR
REV. 7-64

for BETTER service - Forward to transmitting operator IMMEDIATELY after preparation.

MONSANTO SP5

TWX 488 DOW CHEMICAL OYSTER CREEK DIV

J H KNAPP

INVESTIGATION OF MCPX-33022 GAGING DEVICE INCIDENT REVEALS THAT CAR WAS SHIPPED FROM OUR PLANT WITH ALL DEFECTS FOUND ON ARRIVAL AT YOUR PLANT, EXCEPT LEAK. WE ARE RE-EMPHASIZING IMPORTANCE OF FOLLOWING LOADING AND INSPECTION PROCEDURES TO THE LETTER. WE AGREE WITH YOU ON THE SERIOUSNESS OF THE INCIDENT AND ASK YOU TO LET US KNOW OF DEFECTS NOTICED ON ARRIVAL AT YOUR PLANT. INSPECTION OF OTHER MONSANTO CARS IN OUR YARD TODAY SHOW EVIDENCE OF DIP PIPE BEING DRIVEN DOWN WITH HAMMER. THIS IS NOT HAPPENING AT OUR END.

DUE TO RECENT CHANGES L A ADCOCK HAS REPLACED R JONES AS UNIT MANAGER. PLEASE DIRECT FURTURE CORRESPONDENCE TO MR. ADCOCK.

M E SANDERS DOW CHEM OGD
713-233-5350 TWX
SM

9

MONSANTO SP5

DOWCHEM OGDW

1152